

CHAPTER VIII  
TRAFFIC CONTROL DEVICES

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
SPEED MPH (S)	MINIMUM TAPER LENGTHS (L) FOR LATERAL SHIFTS (W)			MAXIMUM CHANNELIZER SPACING	
	10 FT	11 FT	12 FT	THROUGH TAPER	THROUGH WORK AREA
0-35	205 FT	225 FT	245 FT	35 FT	50 FT
40-45	450 FT	495 FT	540 FT	40 FT	100 FT
50-55	550 FT	605 FT	660 FT	50 FT	100 FT
60-70	700 FT	770 FT	840 FT	60 FT	100 FT

SIGN SPACING FOR ADVANCE SIGN SERIES (1) (2)		
SPEED MPH (S)		
	NON-DIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	200 FT	200 FT
40-45	350 FT	500 FT
50-55	500 FT	1000 FT
60-70	1000 FT	1000 FT

TAPER LENGTH (L)

$L = W \times S$  FOR 45 MPH OR MORE

$L = \frac{WS^2}{60}$  FOR 40 MPH OR LESS

L = TAPER LENGTH IN FEET

W = LATERAL SHIFT IN FEET

S = POSTED SPEED PRIOR TO ROAD WORK IN MPH

TAPER LENGTHS AND END TREATMENTS FOR CONCRETE BARRIER				
SPEED MPH (S)	MINIMUM TAPER LENGTHS FOR LANE WIDTHS (3)			END TREATMENT (4)
	10 FT	11 FT	12 FT	
<40	160 FT	168 FT	176 FT	BARRIER HEIGHT TRANSITION
≥40	160 FT	168 FT	176 FT	APPROVED CRASH CUSHION

NOTES:

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION.
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.
- (3) TAPER LENGTHS SHOWN INCLUDE LENGTH REQUIRED FOR LANE AND 10 FT SHOULDER.
- (4) CONCRETE BARRIER MAY BE INSTALLED AT AN 8:1 FLARE RATE FROM THE SHOULDER POINT TO THE LIMITS OF THE CLEAR ZONE WHERE THE SIDE SLOPE IS 6:1 OR FLATTER.

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TAPER LENGTHS AND END TREATMENTS FOR CONCRETE BARRIER				
SPEED MPH (S)	MINIMUM TAPER LENGTHS FOR LANE WIDTHS (3)			END TREATMENT (4)
	3.0 m	3.4 m	3.7 m	
<40	49 m	52 m	54 m	BARRIER HEIGHT TRANSITION
≥40	49 m	52 m	54 m	APPROVED CRASH CUSHION

## NOTES:

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION.
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.
- (3) TAPER LENGTHS SHOWN INCLUDE LENGTH REQUIRED FOR LANE AND 3.0 m SHOULDER.
- (4) CONCRETE BARRIER MAY BE INSTALLED AT AN 8:1 FLARE RATE FROM THE SHOULDER POINT TO THE LIMITS OF THE CLEAR ZONE WHERE THE SIDE SLOPE IS 6:1 OR FLATTER.

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
SPEED MPH (S)	MINIMUM TAPER LENGTHS (L) FOR LATERAL SHIFTS (W)			MAXIMUM CHANNELIZER SPACING	
	3.05 m	3.35 m	3.66 m	THROUGH TAPER	THROUGH WORK AREA
0-35	63 m	69 m	75 m	10 m	15 m
40-45	138 m	151 m	165 m	12 m	30 m
50-55	168 m	185 m	202 m	15 m	30 m
60-70	214 m	235 m	257 m	18 m	30 m

SIGN SPACING FOR ADVANCE SIGN SERIES (1) (2)		
SPEED MPH (S)		
	NON-DIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	60 m	60 m
40-45	105 m	150 m
50-55	150 m	300 m
60-70	300 m	300 m

## TAPER LENGTH (L)

$$L = W \times S \quad \text{FOR 45 MPH OR MORE}$$

$$L = \frac{WS^2}{60} \quad \text{FOR 40 MPH OR LESS}$$

L = TAPER LENGTH IN METERS

W = LATERAL SHIFT IN METERS

S = POSTED SPEED PRIOR TO ROAD WORK IN MPH